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# Going-to-the-Sun Road Project Update

# Governor's Conference on Tourism & Recreation

April 2, 2007





## Overview

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■ November 2006 Storm & Repairs

2007 Road Work / Schedule

**■ Transit System** 

Other New Visitor Services





'Pineapple Express' Nov. 7-8, 2006



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November 2006: The Power of Nature











# Many Glacier Valley



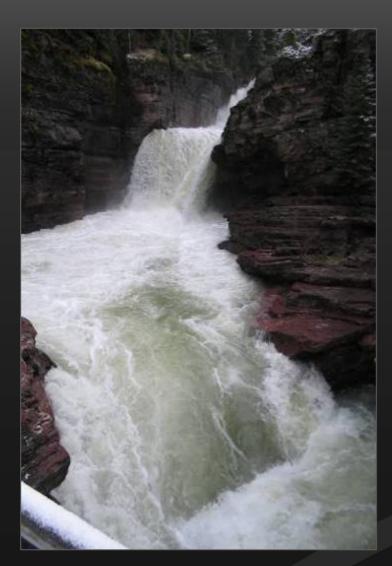








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Rising Sun Boat Dock

Nature at its Best



Baring Falls



# Two Medicine Valley





**Historic Boat House** 



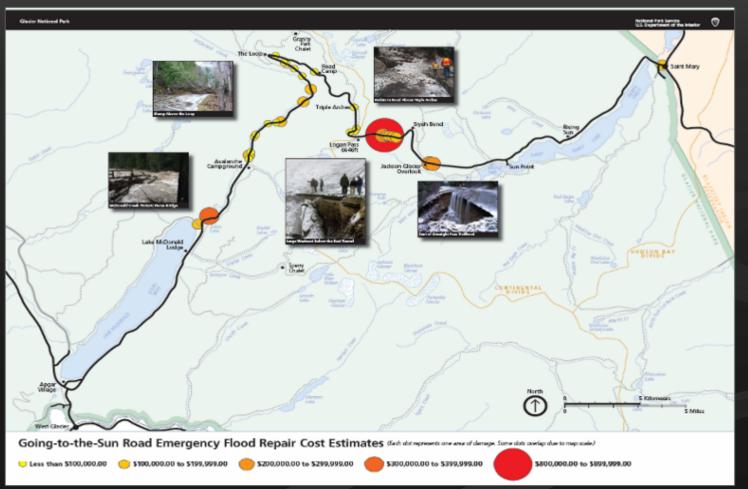
Two Medicine Lake Dock







#### Preliminary Sun Road Storm Damage Assessment



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Graphic Designed by Bill Hayden, NPS



Examples of Storm Damage









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Bridge over Swiftcurrent Creek



East of
Gunsight Trailhead Pullout









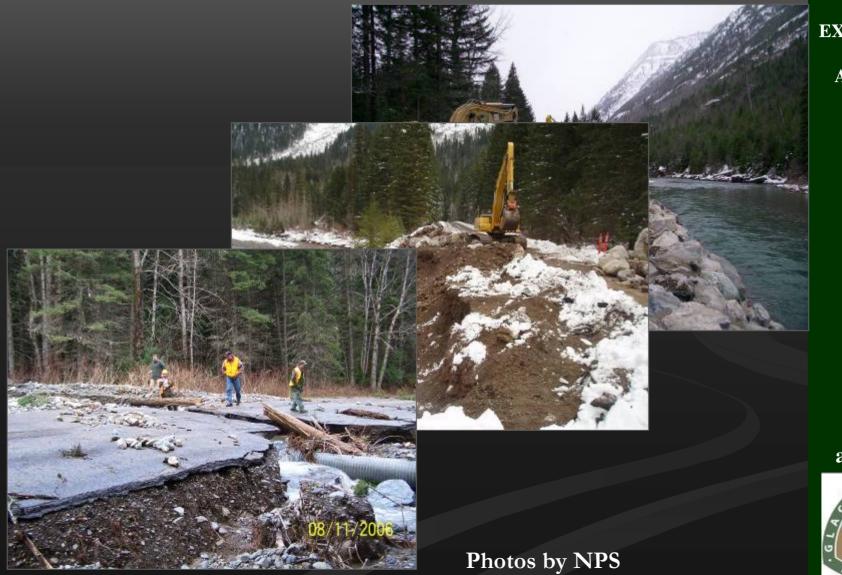




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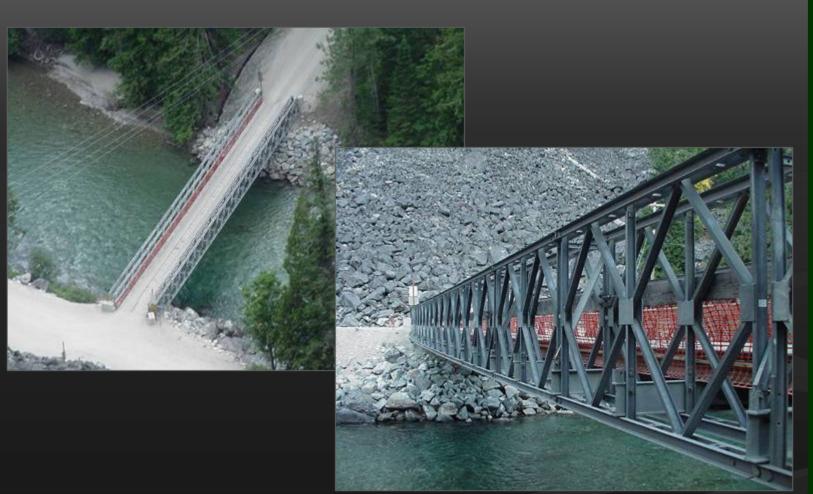




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at its Best

Nature



Examples of Temporary Bridge - Mabey & Johnson, Inc.









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Highline Trail



Nature at its Best



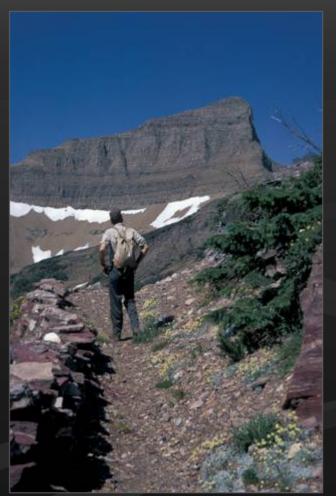
Cracker Lake Trail



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**Baring Creek Trail** 



Triple Divide Trail









Going-to-the-Sun Road Rehabilitation





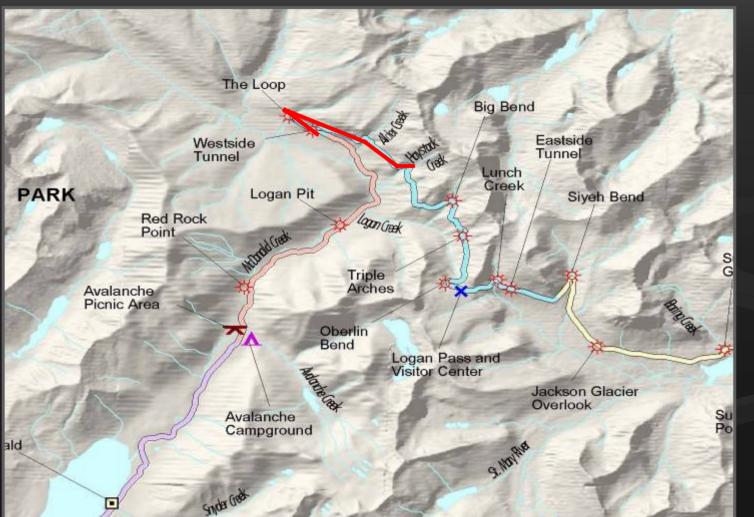






#### **GTSR 2007 Rehabilitation Planning**

(West Tunnel to Haystack)



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#### Work Season 2007-2010

<u>YEAR</u>	SECTION OF SUN ROAD	<u>SPRING</u>	<u>FALL</u>
2007	W. Tunnel - Haystack Creek	Fri., June 15	Mon., Sept. 17
2008	Avalanche Creek - W. Tunnel	Fri., June 13	Mon., Sept. 15
2009	Big Bend - Logan Pass	Fri., June 19	Mon., Sept. 21
2010	Haystack Creek - Big Bend	Fri., June 18	Mon., Sept. 20





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#### Work Schedule Info

- Multi Year Contract:
  - Selection by FHWA mid-April 2007
- Core Summer Season:
  - Mid June to Mid Sept.
  - Maximum of 30 minute delays
  - Nighttime delays 10 pm to 6 am

- Shoulder Season:
  - Mid-Sept. to Mid-June
  - Contractors allowed accelerated work opportunities
  - Logan Pass accessible from one side





# 2007 – Phase VI West Tunnel to Haystack Creek



Photo by John Schnaderbeck, FHWA

- 14 Retaining Walls
- 20 Culverts and Cross Drains
- Removable guardrail
- Horizontal drains
- Rock scaling and rock bolting
- Injection grouting for base stabilization
- 3770 linear ft of masonry guard wall
- 2165 yards<sup>2</sup> of masonry facing

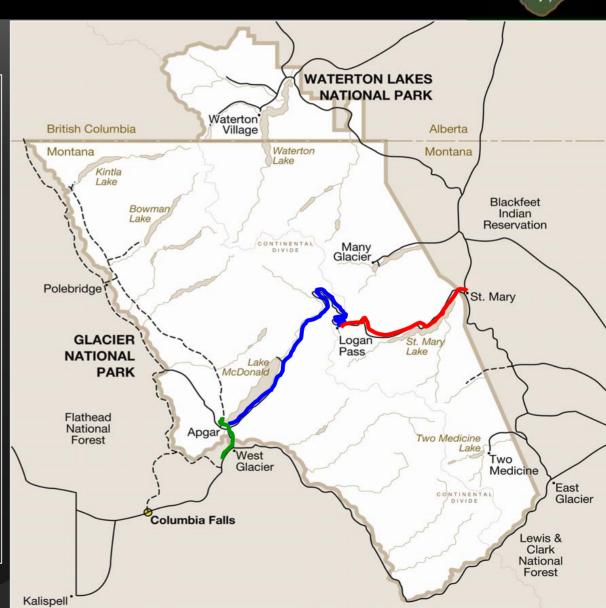
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#### **Transit Routes:**

- Apgar Fish Creek Loop (Green Route)
- Lake McDonald Valley (Blue Route)
- St. Mary Valley (Red Route)
- 15 and 30 min. frequencies
- Timed transfers at Apgar, alpine to Logan Pass & St. Mary





#### Transit centers near Apgar Village & St. Mary VC

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- Three (3) routes:
  - Apgar Loop (green)
  - Lake McDonald Valley (blue)
  - St. Mary Valley (red)
- Hiker Friendly
- Transfer at Logan Pass
- Hours of Operation:
  - 7 am to 11:30 pm
  - 15 min & 30 min headways

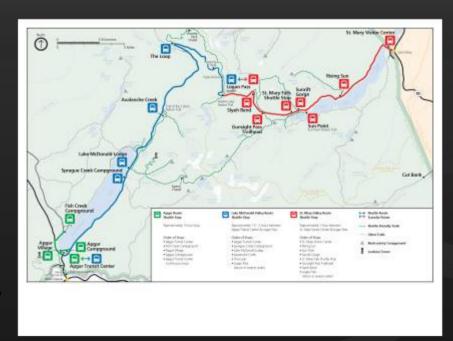








Photo by Dave Yeats, NPS

- Remainder of Sprinter fleet arriving in Jan. 2007
- Large buses soon to be ordered for June 2007 arrival
- If large buses not available in time for summer; will lease for 2007

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- Transit System
  - Free (once entrance fee paid)
  - Unlimited use
  - No tickets
  - Step on step off
- (22) 12-passenger vans for alpine section
- (8) 24-passenger buses
- 15 Stops:
  - 12 stops along Sun Road
  - Apgar & Fish Creek





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#### Glacier is the Sum of its Part-nerhips

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- ■Three-way formal Cooperative Agreement:
  - Montana Dept. of Transportation
  - ■Flathead County Eagle Transit
  - ■National Park Service
- ■Joint purchase / ownership / operation of transit fleet:
  - ■Buses will operate on Sun Road mid-June to Mid-Sept.
  - ■Remainder of year, fleet will be operated in Flathead County and elsewhere in the state













# Apgar Transit Center



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#### Additional Visitor Services

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- Apgar Transit Center
- St. Mary VC upgrades
- Wayside exhibits along Sun Road; transit center(s)
- Park orientation and trip-planning interactive kiosks
- Expanded public information & outreach



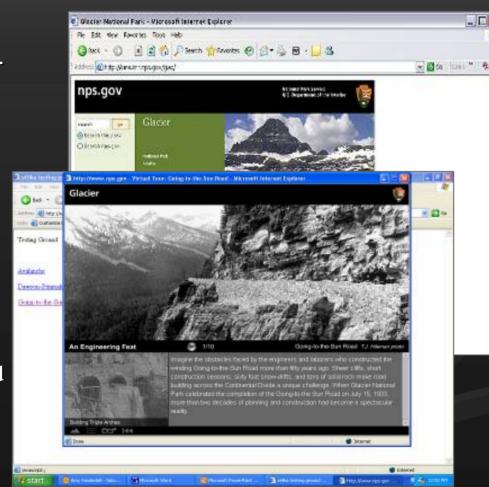
Photos/Graphic by David Restivo, NPS





#### Internet Features

- Award-Winning Multi-Media Web Graphics:
  - 'eTour'
  - 'eHike'
- FAQs, weekly eBlast updates, fact sheets, blog, maps, etc.
- Future 'eTours' and 'eHikes' to be developed after transit center opens



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### Communications and Outreach





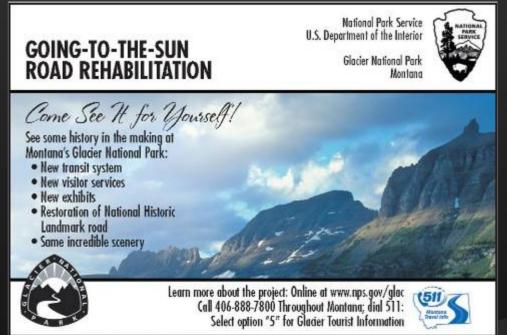
- Marketing:
  - Sun Road Shuttle
  - Sun Road Rehabilitation
  - Special Events
  - **■** Trade Shows
- Public Information Services:
  - Media Outreach
  - Documentary film / DVD
  - **■** Transit Schedules
  - Weekly 'eBlasts'
  - Press Kits
  - Collateral Materials
- Education & Training:
  - Stakeholder Outreach
  - Fact Sheets / Talking Points
  - Film / DVD





#### 2007 Public Information Ad

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**■** Travel Guides:

- Travel MontanaVacationPlanner
- FlatheadConvention &Visitor BureauTravel Guide

Nature at its Best

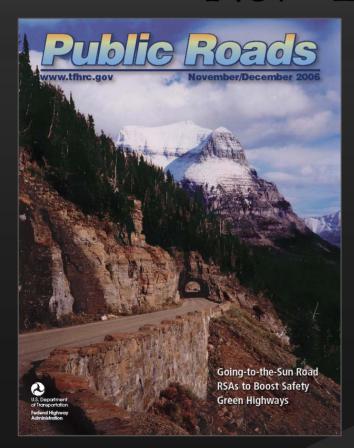


Graphic by Wendt Advertising, Courtesy of Travel Montana



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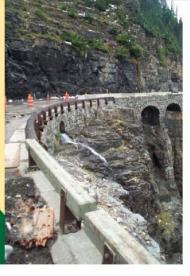
# Public Roads Magazine Nov - Dec 2006



Saving a National Treasure

> by Amy Vanderbilt and Steve Moler

FHWA and the National Park Service embark on a monumental restoration of Montana's bistoric Going-to-the-Sun Road.



(Above) Most of the guard walls along the Going-to-tie-Sun Road near Triple Arches were either sheared off or damaged by avalanches and rockslides. Some of the old guardrails are visible in the foreground. As part of the restoration of the road, a new generation of the road, a new generation and the state of the road opening and removed when the road closes in the fall so avalanches can travel over the road without causing damage. Protoc NFS.

The Going-to-the-Sun Road in Montana's Glacier National Park was once described as the most beautiful piece of mountain road in the world. Those words spoken by park Superintedent Eivind Scoyen to several thousand spectators at the road's 1933 dedication ceremony, will continue to ring true for many users now that a his-

toric rehabilitation is underway. The Sun Road, as some abbreviate it, is an 80.5-kilometer (50-mile), two-lame highway that winds through the heart of the park, up the steep slopes of the Continental Divide, and over 2,025-meter (6,6-foot) Logan Pass. Motorists can experience what some view as the most

spectacular mountain scenery in North America—glacier-carved peaks, deep blue lakes, and lush forests.

The highway itself, built mostly between [92] and [937], is considered an engineering marvel by virtue of its designation as a National Civil Engineering Landmark. Most of the 194-bilometer (12-mile) 'adjust,' or 194-bilometer (12-mile)' adjust,' or 194-bilometer (12-mile)' adjust, or 194-bilometer (12-mile)' adjust, or 194-bilometer (12-mile)' adjust, or 194-bilometer (13-mile) of guard walls support the roadboed along the steepest sections, and more than 11 kilometers (7 miles) of guard walls and keep them on the road. These

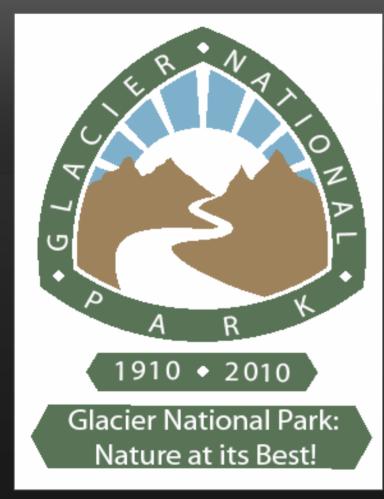
PUBLIC ROADS + NOVEMBER/DECEMBER + 2006

Photo courtesy of E.B. Gilliland

Photo by Jack Gordon, NPS







Graphic Designed by Dawn Diamond, The Douglas Group for David Evans & Associates

Upcoming Events:

■ July 1, 2007 – Apgar Transit Center opens

July 15, 2008 – 75<sup>th</sup> Anniversary of Goingto-the Sun Road Dedication

2010 - Glacier NP
 Centennial (park estab.
 May 11, 1910)

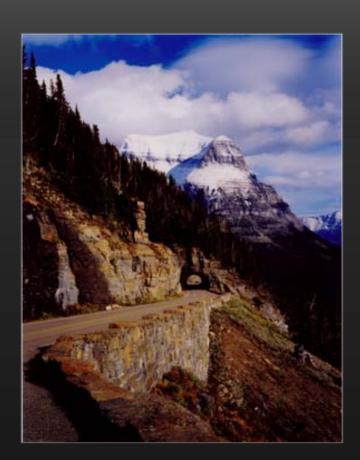
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Learn more about the Going-tothe-Sun Road Project from any of the following:

Throughout Montana, Dial 511; Select option '5' for 'Glacier Tourist Information'



Weekly road work updates are available on line and by email broadcast at: <a href="www.nps.gov/glac">www.nps.gov/glac</a>

Or call park headquarters: 406-888-7800

Photo courtesy of E.B. Gilliland, www.glacierparkphotography.com





#### **Contact Information**

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■ For further information about the Going-to-the-Sun Road Project:

www.nps.gov/glac

- Going-to-the-Sun Road Project:
  - **■** 406-888-5838
  - amy\_vanderbilt@nps.gov





# Questions?

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